

Feedback  
Carl Schreyer  
to:  
rockvillepikeplan  
02/10/2011 05:53 PM  
Show Details

Follow Up:  
Normal Priority.

History: This message has been replied to.

Hello,

I want to add that I hope you will create a road grid as much as possible.

For example, my fantasy would be for Chapman Avenue and E. Jefferson St. to be extended running parallel to Rockville Pike. I'm not sure that's a realistic expectation because of existing buildings, etc. but I can dream right.

I'm very excited about the changes coming to Rockville Pike.

I like the K St. model.

I am very much in favor of a pedestrian friendly, mixed-use, more attractive Rockville Pike.

Please remember that even K St. has some parks.

Sincerely,

C. Schreyer



February 22, 2011

Planning Commission  
c/o Long Range Planning, CPDS  
111 Maryland Avenue  
Rockville, Maryland 20850

Re: Rockville's Pike: Envision a Great Place  
Rockville Pike Corridor Neighborhood Plan

Dear Planning Commission:

As a stakeholder on Rockville Pike, and the chief advocate for the planning process resulting in the White Flint Sector Plan, the White Flint Partnership is encouraged and excited to see the City's vision for re-shaping the Rockville Pike corridor. Based on the Partnership's experience with the function of Rockville Pike to the south, as well as our coordinating efforts to establish a Vehicular Rapid Transit ("BRT") system along the Pike, we offer the following comments to "Rockville's Pike Envision a Great Place."

The Plan proposed by the City is timely as redevelopment is spreading from Bethesda to White Flint and, up the corridor to the City of Rockville. There are multiple opportunities along the Pike to take advantage of the proximity to the Twinbrook and Rockville Metro stations, as well as better utilizing the single-use retail properties on either side of the Pike. The goals and recommendations of the Plan clearly show Rockville's vision to change the character of the neighborhood from an auto-oriented corridor to one that facilitates various modes of transportation and, therefore, reduce the residents' dependence on single-occupant car trips. In moving the plan forward, we hope the City will continue to keep these principles at the forefront.

The interaction between the Rockville Pike Corridor Neighborhood Plan and the County's White Flint Sector Plan is a key component of the success of both. And, the roadway is the most critical component linking the two. Because the road runs through both plans, certain elements must be consistent even as the character of the road changes as one travels from one planning area to the next. Specifically, although the number and function of lanes and streetscape may vary, the roadway must be designed so that a BRT system can run through both without extensive or expensive machinations to accommodate it. By virtue of considering this Plan now, the City has the opportunity to effectively plan for future transportation upgrades.

By way of background, the White Flint Partnership ("WFP") is composed of major property owners in the White Flint area, located almost immediately south of the Rockville Pike planning area: the B. F. Saul Company, Federal Realty Investment Trust, Gables Residential, The JBG Companies, Lerner Enterprises, and The Tower Companies. WFP worked extensively with Montgomery County, the Maryland-National Capital Park and Planning Commission, the State Highway Administration, other property owners and the community to develop a plan to redefine Rockville Pike. In particular, WFP worked with consultants from (at the time) Glatting Jackson, now AECOM, to create a new cross-section for the roadway that would carry pedestrians, transit and cars. And, in doing so, great care was taken to avoid the necessity for significant rights-of-way for both planning and practical considerations: practically, the less right-of-way that needs to be acquired, the more likely it is that the section can be built.

The BRT is one the most critical elements in the White Flint Sector Plan because it provides alternatives to automobile trips and anchors the pedestrian-oriented streetscape. Ultimately, the Montgomery County Council and the Park and Planning Commission endorsed dual concepts in the White Flint Sector Plan; though the alignments are slightly different, both alternatives specifically endorsed the creation of dedicated transit lanes for the BRT; one had the BRT in the median, the other placed the BRT along the curb. The WFP and citizens lobbied extensively, and continues to advocate for, the concept with the BRT in the center of the roadway. The alignment utilizes less right-of-way, creates a safer environment for pedestrians and is simpler to construct and operate.

The WFP is encouraged by the Plan's vision to rehabilitate the Pike to put the focus on pedestrians, but the absence of a dedicated BRT is the missing piece to this puzzle. In order to reflect Montgomery County's current planning for BRT, as well as build upon the engineering work which has been completed, Rockville Pike must have a continuous, dedicated, lane for BRT traffic from White Flint through Rockville. As currently proposed, the Plan does not specifically mention BRT as a transit option, nor does it identify a dedicated lane for BRT.

The BRT provides numerous benefits to the City: (1) it removes single-occupant car trips from Rockville Pike and the associated roadway network, thereby reducing congestion, (2) it creates a more pedestrian feel to the roadway and (3) it strengthens the connection to the areas to the south of the City's jurisdiction. The Plan clearly identifies these three goals in several areas, but does not tie it together in a BRT concept.

The WFP believes the BRT concept is as central to the success of the City's Rockville Pike corridor as it is to the White Flint Sector. The BRT can be used to jumpstart the redevelopment of the Pike outside the radius of the Metro stations by making access easier to all the properties along the Pike. More importantly, the BRT will serve as the major public open space envisioned by the Plan. And, by locating the BRT right-of-way in the center of the roadway, it reduces the necessity for the extensive takings required by the cross-section proposed by the Plan (assuming the access lanes are abandoned in favor of an approach similar to that used in White Flint): a reduction in the necessary right-of-way will make the redefinition of the Pike much closer to reality.

The WFP, therefore, recommends the following changes to the draft Plan:

1. Add new section in Chapter 5 addressing the benefits of, and need for, a BRT within Rockville Pike.
2. Adopt a new cross-section for Rockville Pike consistent with the version included in the White Flint Sector Plan, with the transit in the center of the road (the road alignment only, streetscape recommendations would be specific to Rockville. (See attached.)

Sincerely,

White Flint Partnership

B.F. Saul

Federal Realty Investment Trust

Gables Residential

The JBG Companies

Lerner Enterprises

The Tower Companies



February 25, 2011

Members of the Planning Commission  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850

Re: Rockville Pike Master Plan

Dear Members of the Planning Commission:

Please find enclosed comments on the Rockville Pike Master Plan to be entered into the public record. While I believe the vision and driving principles of the draft master plan are correct, there are many areas that require additional thought and modification or this plan, like its predecessors, will never be implemented.

**Rockville Pike and Transit.** Resolving the cross section of future Rockville Pike is critical. The White Flint plan calls for the BRT to be in the center of the Pike while the Rockville Pike plan suggests bus traffic in the outside lanes. Please coordinate with Montgomery County to agree on a single cross section for all of Rockville Pike. The BRT in the center of the right of way seems to offer the most logical and efficient solution. Also would you ride your bike in a lane that is shared with buses?

**Density.** Density will come to this corridor. Rockville must make a decision whether they want redevelopment or not. If this plan does not allow for significant density centered on the future transit oriented Rockville Pike, redevelopment will not occur to any significant degree and this density will go north and south of Rockville. Density on Rockville Pike will ensure the growth of Rockville's tax base and in doing so will protect the neighborhoods. Allowable density in the draft Rockville Pike plan should be increased. We are currently working with an architect for our properties so that we can offer appropriate density recommendations.

**Incentive.** Rockville Pike is currently developed with many financially successful businesses and properties. There must be a financial incentive for a business owner to forgo existing cash flow and assume the extensive cost and risk associated with redevelopment. Significant density is the principal method to provide this incentive. Note densities proposed in the draft plan in many areas are unlikely to induce redevelopment.

**APFO.** As indicated in the draft plan, the existing APFO ordinance must be reviewed concurrently with the draft plan. Without modification of the existing APFO, development as envisioned in the draft plan will be prohibited.



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City of Rockville Planning Commission

**Form Based Code and Allowable Uses.** It is my understanding that a form based code focuses on form rather than use. Therefore I was surprised that the consultant specifically excluded auto dealerships as a permitted use. The auto dealerships along the Pike provide necessary services for local residents, are a key component of the City's tax base and serve as major employers in the area. Certainly auto dealerships have special developmental requirements. Dealerships can, however, coexist with the concepts envisioned in the draft plan. Automobile dealerships including sales, service and collision centers should be included under section 1.11 of the Form Code.

**Staging.** Serious consideration should be given to the concept of how the proposed redevelopment will occur. In reality it will likely occur in stages. The draft plan should make provisions for properties that will develop incrementally over time.

**Form Based Code and Design Standards.** In general terms it is my understanding that the forms described in a form based code are intended to provide substantial design and use flexibility while at the same time ensuring that structures support the overall vision in terms of proportion, scale and materials that will endure over time. The requirements included in this code appear unnecessarily detailed and may prove restrictive over the long term. We plan to submit for the record a detailed review of these items after review by our architect. For example, detailing the minimum distance between doors and the number of breaks in planes on the front elevation may be excessive. Material requirements also require review. For example, there are a number of buildings constructed with precast that are very attractive yet the plan appears to ban the use of precast. It should also be noted that certain cost saving measures may be perfectly appropriate from a practical point of view but may be restricted by the draft plan. One could use precast accents on the street level of a building but on the upper stories, these accents could be EIFS. This sort of trade off allows a more creative approach to enhance the public realm while keeping costs in check. The draft plan needs to recognize the absolute need for these design strategies. Please note the window requirements also require further study.

**Form Based Code and Streetscape Standards.** It appears that the code requires a tree to be planted for every 6 parking spaces. While we understand that the goal is that one does not see vast parking lots from Rockville Pike, this requirement will seriously impact those businesses that require surface parking. For uses such as a car dealership, parking lots are a necessity and this requirement would seriously impact not only space requirements but the operation of the business. In addition, we separate cars and trees due to the damage that tree sap causes to our stock inventory. The plan requires that surface lots be screened from Rockville Pike. As long as this requirement is met, please remove the requirement to include trees within surface parking lots of the site. It should also be studied whether an 80 square foot tree well is necessary for a tree to remain healthy. While healthy trees are a must, form must also support the overall requirements of a site to function properly.

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**Subdividing Larger Sites to Create Blocks.** There is a requirement that sites larger than 2 acres shall be subdivided further to create additional blocks utilizing one of the street types outlined in table 1.4. Note the smallest street in this section has a 60' right of way and is 36' curb to curb. I can envision many very well designed scenarios where a much smaller street would be appropriate. Please build more flexibility into this language to allow streets and alleys compatible with the use, size and design of the site.

**Signage and Visibility.** Rockville Pike is and will continue to be a major thoroughfare. Signage is extremely important for all of the businesses that front Rockville Pike. The code states "signage will be reduced in scale, no longer solely targeted to drivers". Any retail on the Pike will always target the drivers and pedestrians alike. Signage must be clearly visible and is a key ingredient of success. This basic principle must be taken into account in designing both the requirements for the size of signs and street trees. It is very important that trees on Rockville Pike be of a type, size and with appropriate spacing requirements so that the businesses along the Pike remain visible and are not obscured.

Please feel free to contact me should you wish to discuss any of these items in detail. It is very important that the Planning Commission and Council have a clear understanding of the realities associated with successful business operation and site redevelopment. In order to adopt a successful master plan in an area dominated by business, the plan can be guided by the ultimate vision but must be anchored with core business principals.

Sincerely,

CONGRESSIONAL MOTORS, INC.



Susan W. Seboda  
President



Re: News Release - Rockville Pike Draft Plan Released  
 Bossi  
 to:  
 rockvillepikeplan  
 03/02/2011 05:05 PM  
[Show Details](#)

Security:

Some images were prevented from loading. [Show Images](#)

History: This message has been replied to.  
 Hello,

While I've submitted 5 pages of comments through more official channels as a traffic engineer, I wanted to offer a couple others, as a citizen, which ended up on the cutting floor since they were considered a bit outside my professional domain:

- Consider performance parking &/or parking maximums (à la Donald Shoup) as well as shared parking structures (à la Silver Spring) to reduce traffic impacts of those seeking parking, reduce parking demand, reduce need for parking supply, encourage ped/bike/transit modes, and potentially generated greater revenue for reinvestment into the corridor. Consider how different land uses require different types of parking: quick turnover fast-food (30 min), higher-end retail (30-90 min), restaurants (1-2 hrs), theatre/cinema (2-4 hrs), etc.
- Consider bike-sharing programs (e.g. CaBi), which may necessitate the use of significant sidewalk space &/or parking areas along the access roads. Also consider requiring regular bike bollard placement along sidewalks &/or bike rack provisions.
- Consider car-sharing programs (e.g. ZipCar) or lower-impact vehicles such as motorcycles, which may necessitate dedicate use of parking areas along the access roads. In addition to reduced overall vehicular demand and reduced emissions, motorcycles can reduce the average vehicle fleet size -- potentially a considerable benefit toward roadway/signal operations when aggregated over a multitude of users.
- Consider identifying locations where ped under/overpasses may be necessary across the rail lines (noting they serve CSX, Amtrak, MARC, and MetroRail). While the plan did note that no crossings are specifically proposed as part of this study, it may be worth considering (from a sector planning type of perspective) where they might be further into the future. This could help to frame new developments & the changes to the transportation system to better accommodate what could potentially be a greater pedestrian demand around such points.

Cheers!

-----  
*Andrew Bossi, EIT*  
 Ward 2F // Washington, DC 20001  
 717.201.2926.mobile // 301.513.7326.office  
 Transportation Engineering / Urban Planning Consultant  
 B.S.C.E, Penn State, 2005  
 E.N.P.M, Univ. of Maryland, 2008  
 I am paid not to do traffic engineering; I'll do that for free - I enjoy it.  
 Rather, I am paid to... #1) Wake up before noon. #2) Wear shoes.





*Maryland Department of Planning*

*Martin O'Malley*  
Governor  
*Anthony G. Brown*  
Lt. Governor

*Richard Eberhart Hall*  
Secretary  
*Matthew J. Power*  
Deputy Secretary

Mr. David B. Levy, AICP  
Chief of Long Range Planning and Redevelopment  
City of Rockville  
111 Maryland Avenue  
Rockville, Maryland 20850-2364

March 4, 2011

Dear Mr. Levy: *David*

The Maryland Department of Planning has completed the coordinated review of the draft plan entitled, *Rockville's Pike: Envision a Great Place*. The draft element was sent to the Maryland Departments of Transportation, Environment, Natural Resources, Business and Economic Development, Housing and Community Development, and Agriculture. Comments received after the date of this letter will be forwarded to you upon receipt.

In addition to the requirements of HB 1141, our planning staff has reviewed the plan for consistency with the Planning Act of 1992, the Smart Growth Areas Act of 1997 and other State growth management principles and policies. Our review comments are attached for your consideration.

If you have any questions please feel free to contact me at (410) 767- 4500 or Steven Allan at (410) 767-4572 with any questions or concerns.

The Maryland Department of Planning looks forward to our continued planning coordination with the City of Rockville.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Peter Conrad'.

Peter Conrad, AICP  
Director, Local Government Assistance

Enclosure: Review comments

cc: Steven Allan, AICP, Regional Planner  
Rich Josephson, AICP, Director, Planning Services  
Bihui Xu, AICP, Manager, Transportation Section  
Rita Elliot, MDP Clearinghouse



**Maryland Department of Planning**  
**Comments on the Rockville Plan Amendment:**  
*Rockville's Pike: Envision a Great Place*  
**March 4, 2011**

General comments

Every once in a great while, a plan comes along that is nothing short of a pleasure to read and delve into. *Rockville's Pike: Envision a Great Place* is such a plan. It is written in readable, logical form that educates and informs the reader with a clear sense of purpose, analysis and methods.

This is an impressive piece of work, and the City should be highly commended for its efforts. Reconfiguring auto-dominant arterial roads is one of the vexing planning problems of our time, but Rockville has tackled this problem by setting the bar high with solid analysis, a documented public process and a thoughtful presentation of opportunities and creative solutions bolstered by practical implementation strategies.

The document itself is well organized, easy to read and purposefully illustrated. It contains solutions that might well serve as a seminal model for other problematic commercial arterial corridor retrofits.

Transportation group comments

The Maryland Department of Planning (MDP) is very impressed with this effort and appreciates that the City of Rockville has developed *Rockville's Pike – Envision a Great Place*, a corridor-wide plan to create a multi-way boulevard for Rockville Pike. The envisioned multi-way Rockville Pike Boulevard will transform an existing suburban and auto-oriented commercial strip into a livable and attractive community with a strong sense of place that services multiple transportation modes.

The document thoroughly and thoughtfully addresses the principles, strategies, standards and tools, as well as step-by-step implementation recommendations to make the multi-way boulevard a reality for Rockville Pike. We believe that this boulevard concept provides a prototype approach for revitalizing many highway commercial strips in the State. From a smart growth perspective, this integrated transportation and land use planning and development strategy brings many positive aspects that promote truly multi-modal transportation that enables walking, biking, use of transit as well as other Transportation demand management (TDM) measures; manages congestion while accommodating compact and mixed-use development; and creates a sustainable community in the City. We strongly encourage the City to adopt the Plan; and in collaboration with Montgomery County, the State, and other public and private entities, to implement the plan.

In addition to these good strategies, MDP especially commends the Plan's recommendations on establishing a district level form-based code to ensure the achievement of the multi-way boulevard vision and revising the City's Adequate Public Facilities Ordinance (APFO) and strengthening TDM for transportation so as to enable redevelopment in the corridor. If implemented, the City's form-based code could be the first of its kind in practice in the State. The Plan addresses the need for adoption of a more flexible and practical system of transportation capacity evaluation for proposed development. MDP will be glad to see the implementation of the new Critical Lane Volume (CLV) and APFO standards that encourage and incentivize smart growth-oriented land uses, including mixed land use and transit-oriented development. More and more, it is impractical for an urbanized community to continue widening roadways and intersections as the primary solution to traffic congestion. The City would demonstrate how an alternative approach to primary roadway widening could work to create walkable and transit accessible transportation infrastructure for communities.

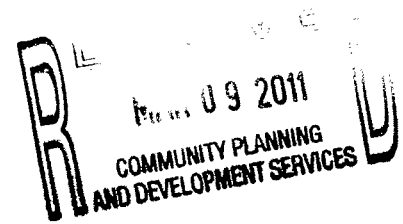
#### Land Use Analysis

- From a land use perspective, the plan encourages compact, high-density, mixed use development along a transit corridor. MDP appreciates Rockville's desire to grow sustainably through transit oriented design.
- The corridor plan promotes walking through intelligent streetscape design, which makes it safer to cross streets and helps to separate cars from pedestrians.
- Building and block design are scaled to promote non automobile-related transportation choices and reduce congestion and air pollution.
- Mixed development uses along the corridor promote a vibrant urban atmosphere beyond the typical 9am-5pm workday, which provide residents convenient options to dining, retail and entertainment.

#### Specific comments

- On page 5.15 - 5.19, it will be helpful to provide a map legend for each of the transportation element maps. For instance, it is unclear if the blue lines on the maps indicate bikeways. The map legend should illustrate which roads are proposed and which are existing ones.
- The Plan should include recommendations on the specific CLV standards; or at least, the standards should be more specifically addressed in the Appendix B.
- The Plan might discuss how the planned pedestrian and bicycle system within the corridor could be connected with adjacent activity centers and communities. For instance, how would the corridor pedestrian/bike lanes be linked to the Rockville Metro Station?

- On page 7.3, with regard to B3, perhaps, before developing “a fully engineered plan,” the City may want to partner with the State and the County to conduct a feasibility study to preliminarily evaluate the cost, right of way, community and environmental impacts of reconstructing Rockville Pike.
- It appears that the school capacity issue wasn’t addressed in Chapter 7 – Implementation. The Plan should address this issue to accommodate the envisioned growth.
- On page 45 of the District Form Code, Table 1-3 outlines a procedure for subdivision of land to create smaller parcels and through streets. It makes no reference as to how landowner’s property rights are addressed under this scenario.



March 4, 2011

Rockville Planning Commission  
c/o Long Range Planning  
CPDS  
111 Maryland Avenue  
Rockville, MD 20850

RE: Rockville's Pike: Envision a Great Place  
Comments for the public hearing record

Dear Mr. Tyner and Members of the Planning Commission:

One of Maryland's best known and most frequently traveled roadways, the Rockville Pike is a microcosm of Montgomery County's history and development. The "Great Road," as it was called by 18<sup>th</sup> century settlers who followed the path of Native Americans, became a major north-south thoroughfare in the Colonial era and was the first paved road in Montgomery County. Historically, its success and shortcomings spurred alternative modes of travel, and its use has been an on-going subject of discussion and debate, particularly in the 20<sup>th</sup> century, when development along the Pike responded to residential suburbanization and automobile-centered commerce.

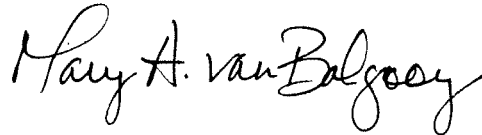
In planning for Rockville Pike's 21<sup>st</sup> century future, we cannot afford to forget its past. Relegating this information to part of a chapter and an appendix gives those who live and work here as well as those who use this plan to chart the Pike's future no sense of this roadway past or present. Peerless Rockville believes that every Rockville plan should include a chapter on Historic Resources.

Redevelopment is most effective when familiar and noteworthy landmarks are integrated into new design. Historic and "recent past" buildings improve the appearance of the Pike by adding a friendly scale, variety in texture and design, a balance between old and new, and a diversity in building styles. The sense of identity they provide usually generates economic rewards, as users appreciate the charming distinction of these buildings. Therefore, Peerless strongly advocates preservation of the Pike's eclectic architectural character. Moreover, by preserving and highlighting Rockville Pike's past, we signal the importance of local history to our community identity and self-understanding.

In addition to the historic places listed in the appendix, the plan should include sites that evoke Rockville's post-war era, its "recent past"—high-rise office buildings (Tenley Building and Woodmont Place); strip malls (Talbot Center); and free-standing shops for donuts (Dixie Crème) and fast food (McDonald's). These recent past resources should all be identified as possibly meeting the criteria for designation as a Rockville Historic District. A list of sites and buildings for your review is attached.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Mary A. van Balgooy". The signature is written in a cursive style with a large, looping "M" and a long, trailing "y".

Mary A. van Balgooy  
Executive Director

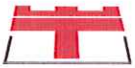


### Recent Past Resources Along the Rockville Pike

- Bowen and Co., 1800 Chapman Avenue. A one-story brick industrial building that houses Bowen and Co., manufacturers of dental and surgical instruments and equipment. This building represents one of the few remaining examples of the techno-industry in Halpine/Chapman area from the 1950s/1960s.
- Tony's Auto Body, 1818-1820 Chapman Avenue. Built in 1959, this building clearly represents the distinctive architecture of the 1950s. Moreover, it represents a long-time Rockville business.
- Twinbrook Office Center, 1700 Rockville Pike. When this building originally opened as the Crown Plaza Hotel in the 1980s, it caused a sensation with its vast atrium and gazebo, double barrel-vaulted portico, and convention facilities and amenities.
- Woodmont Place, 1451 Rockville Pike. This 101,500-square foot office building exemplifies the increasing attention to high design on the Rockville Pike in the 1980s. Developed by Hines Industrial, it was designed by Adrian Smith of Skidmore, Owings and Merrill of Chicago. Key elements of the rectangular six-story white and aqua building include multiple angles and ribbons of green glass. Balconies at the four corners form symmetrical shapes and provide 100 corner offices.
- Subway, 1402 Rockville Pike. Formerly Dixie Crème Donuts/Montgomery Donuts, this building represents the Pike's commercial boom of the mid-20<sup>th</sup> century. Built in 1965, for the Dixie Cream donut shop, William T. Mayo of Montgomery Donuts bought the store in 1970 to expand their down-County business, operating here until 1992. Its small scale is a reminder of the many family-run businesses on the Rockville Pike.
- McDonald's, 1390 Rockville Pike. The first known McDonald's in Rockville. Although substantially altered, the opening of this drive-in restaurant in the 1960s marked the Pike's entry into the national phenomenon of fast-food chains taking advantage of automobile convenience and culture. One of McDonald's earliest buildings, it once featured real arches.
- 1335 Rockville Pike. Built in 1969, this building exhibits a distinctive curved façade and parabola-shaped supports that are characteristic of late 1960s architecture.



- Talbott Shopping Center, 1043 Rockville Pike. Planned, financed and built by Glen J. Koepenick, a former Rockville City Council Member, and his associate Herman Hartman in 1964, the two-story shopping center was publicized as a new, modernistic store and office building with parking for 186 cars.
- Courthouse Plaza Building, 1010 Rockville Pike. A six-story commercial office building designed by architect Donald Johnson, Jr. and completed in 1964.
- Tenley Building, 50 W. Edmonston Drive. Designed by architect John H. Sullivan for ten doctors, this six-story building has housed a variety of medical specialties and a first-floor pharmacy since its completion in 1963. Architecturally distinctive, the Tenley Building brought modern medical services and expertise to Rockville area.
- M&T Bank, 51 W. Edmonston Drive. Originally the First National Bank of Maryland, designed by architect John H. Sullivan. It is one of the small, one-story bank buildings on Rockville Pike.



**THE TOWER COMPANIES**  
*Transcend.*

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Rockville, Maryland 20852  
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Monday, March 07, 2011

John Tyner, Chairman  
City of Rockville Planning Commission  
CPDS  
111 Maryland Avenue  
Rockville, MD 20850

Re: Rockville Pike Plan

Dear Chairman Tyner

I commend the City on its work in drafting the proposed Plan for Rockville's Pike. The Plan reflects the hard work of staff and consultants, and in general is deserving of support. I do, however, have one concern, which is dealing with the absence of any plan for incorporating a future, county-wide bus rapid transit system. In that connection, I invite your attention to the alternate Rockville Pike road section contained in the recently-adopted White Flint Sector Plan.

Bus rapid transit is an idea whose time has come! The County is desperately in need of a solution to its traffic congestion, and it is apparent to me that building more roads and/or widening existing roads is not the answer. We must reduce the number of vehicles on our streets, and one of the more important parts of any such solution must be, in my judgment, a new transit system integrating all parts of the County.

During deliberations on the White Flint Sector Plan, the participants became aware of a proposal being advanced by Councilmember Marc Elrich for bus rapid transit. We took the time to listen to his ideas, and we became convinced that bus rapid transit was a sensible, affordable system for our County. Accordingly, we advocated for a Rockville Pike road section reserving dedicated center lanes for future BRT. The White Flint Partnership, a group of property owners, hired Glatting-Jackson, the very same planning firm hired by your City planners, to help us graphically illustrate such a road section. We

John Tyner, Chairman  
Monday, March 07, 2011  
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persuaded the County Council to adopt such a road section as an alternative for a future Rockville Pike through the White Flint sector.

County Executive Leggett and Council President Ervin have recently indicated their support for a new transit system. I invite your attention to the County press release dated February 24, 2011, which can be found on this website: [http://www.montgomerycountymd.gov/apps/News/press/PR\\_details.asp?PrID=7337](http://www.montgomerycountymd.gov/apps/News/press/PR_details.asp?PrID=7337)

Please note the following statement attributed to Mr. Leggett from this press release: "Montgomery County will greatly benefit from a comprehensive rapid transit system as it will improve the County's quality of life, stimulate economic development, improve air quality, reduce greenhouse gases and reduce energy consumption."

And please also note the following statement attributed to Council President Ervin: "In addition to the environmental benefits, I believe that bus rapid transit will provide much needed transportation relief for many of our residents and will help us meet future transportation needs in areas like East County," said Council President Valerie Ervin, who also represents, Kensington, Silver Spring, Takoma Park, and Wheaton. I complement the County Executive for creating this task force, and I support Councilmember Marc Elrich's ongoing efforts to create a bus rapid transit system in Montgomery County."

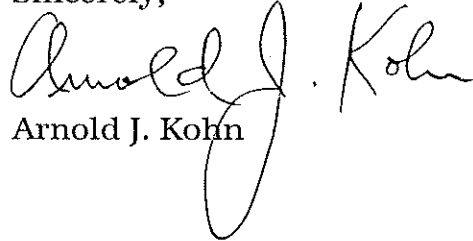
Admittedly, BRT is not yet a reality. However, the County Council, in a recent letter to the Maryland Department of Transportation, listed BRT among its list of County priorities. I believe the support indicated by the County Executive and the Council indicates that this is a serious proposal with a real chance of becoming a reality in the future.

I therefore urge the City of Rockville to follow the same path as that followed by the County Council in its adopted White Flint Sector Plan: Make the Glatting-Jackson dedicated center lane section an alternative in the City's own plan for Rockville Pike so that, if and when BRT is approved, funded and ready for construction, there can be a compatible and smooth transition between the portion of Rockville Pike through White

John Tyner, Chairman  
Monday, March 07, 2011  
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Flint (and Twinbrook) and the portion of Rockville Pike beginning at  
Twinbrook Parkway and running northwest to the heart of Rockville.

Sincerely,

  
Arnold J. Kohn

cc: Ms. Susan Swift  
Mr. David Levy  
County Executive Leggett  
Council President Ervin  
Council Member Elrich  
Council Member Berliner  
Planning Board Chair Carrier  
Nkosi Yearwood  
Francine E. Waters

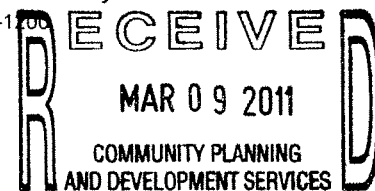
# Friends of White Flint

Promoting a Sustainable, Walkable, and Engaging Community

P.O. Box 2222, White Flint Station, Kensington, MD 20891-2222 301-984-1700

March 7, 2011

Mr. John Tyner, Chair  
Rockville Planning Commission  
111 Maryland Avenue  
Rockville, MD 20850



**RE: "ROCKVILLE'S PIKE: ENVISION A GREAT PLACE"  
COMPATIBILITY WITH WHITE FLINT PLANS FOR ROCKVILLE PIKE**

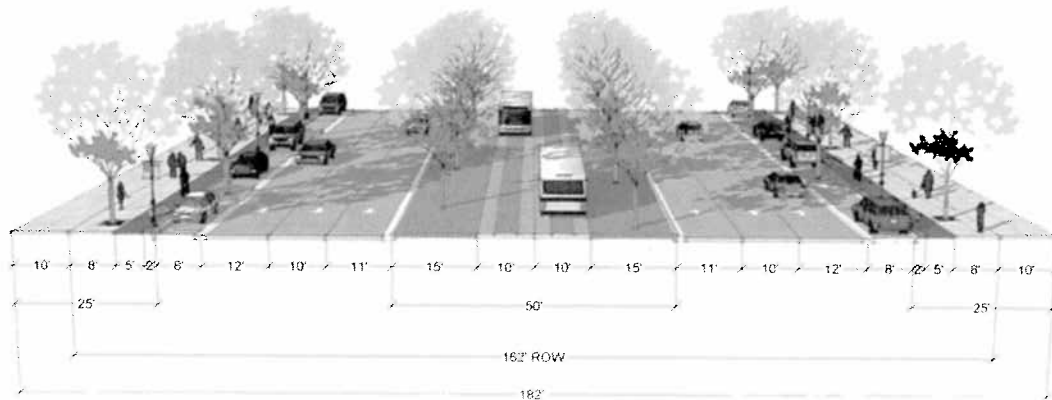
Dear Mr. Tyner and Commissioners:

Friends of White Flint is a Maryland nonprofit organization promoting a sustainable, walkable and engaging community in White Flint, just south of Rockville. [www.whiteflint.org](http://www.whiteflint.org). Our members include the largest community organizations, businesses and property owners in the White Flint area, representing thousands of residents and workers in White Flint. We hold community outreach meetings and educational sessions, such as our White Flint Town Hall meetings, [www.townhall.whiteflint.org](http://www.townhall.whiteflint.org), and our web services had over 504,000 "page views" in 2010.

Over the next twenty years, the existing White Flint strip shopping centers will be converted to urban, pedestrian-friendly, transit-oriented, mixed-use neighborhoods. The most important component of the White Flint plan is the redesign of Rockville Pike into a "complete street" that moves cars, bicycles, pedestrians, and transit through the area efficiently, but safely. The Pike corridor is a commercial hub not only for the city of Rockville, but also for White Flint. The economic success of our community, like yours, is strongly tied to the Pike.

Friends of White Flint applauds the City of Rockville's proposal to publish a plan for the Rockville Pike corridor. Friends of White Flint has held dozens of meetings with thousands of community residents, including many from Rockville, during the development of the White Flint Sector Plan. A large part of that effort was a design for Rockville Pike. Friends of White Flint endorsed a design for Rockville Pike, developed by Ian Lockwood of the consulting firm Glatting Jackson (now AECOM), that was included in the approved White Flint Sector Plan. This "boulevard" design maintains the same number of travel lanes, but includes transit in dedicated lanes running along the center median, as illustrated below.

[Type text]



The benefits of this “median transitway” design include:

- **Achievable:** In today’s economic environment, achievability is crucial. While the full White Flint Pike right-of-way cross-section is 162 feet, the median transitway boulevard, including transitway and six travel lanes, can be implemented in only 116 feet. This allows the entire section to be implemented on an interim basis. The additional on-street parking, dedicated bike lanes, and wider sidewalks could then be phased-in over time, as properties redevelop along the Pike.
- **Pedestrian-friendly:** The median transitway creates a more walkable environment by placing a pedestrian refuge in the middle of the boulevard. Riders have to cross only three lanes to reach a transit platform. Pedestrians have to cross only three lanes to reach safety.
- **Efficient for Transit:** Rapid transit vehicles will have dedicated lanes that do not mix with traffic. Rapid transit vehicles do not enter and exit travel lanes, and, if necessary, conventional transit vehicles can also use the dedicated lanes, as can regular traffic in emergencies, being diverted around blockages.
- **Efficient for Automobiles:** Since the boulevard is divided only down the middle, cars never mix with transit vehicles and can make right turns into shopping areas along the Pike without having to move into a service lane.

- ***Environmentally-sensitive:*** The White Flint section of Rockville Pike includes up to six rows of trees. The median transitway allows for grass in the transit travel lane, requiring less pavement overall and providing more pervious surface.
- ***Commercially viable:*** The White Flint road section maintains excellent access to retail and community amenities along the Pike.

We are concerned, however, that the City of Rockville's plans for the Pike may not be fully compatible with the White Flint median transitway proposal. Having a sharp break in design at the border between White Flint and Rockville could disrupt the flow of traffic and transit.

As you continue to work through the details of "Rockville's Pike," we urge you to consider the White Flint "boulevard" proposal. We believe this design will be crucial to the successful redevelopment of White Flint, and we would like to see that success carried north.

Sincerely,

A handwritten signature in black ink, appearing to read "Barnaby Zall", written in a cursive style.

Barnaby Zall  
Co-Chair  
Friends of White Flint





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley** Exhibit No 19  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Darrell B. Mobley**  
Deputy Secretary

March 9, 2011

Mr. David B. Levy, Chief  
Long Range Planning and Redevelopment  
City of Rockville  
111 Maryland Avenue  
Rockville MD 20850-2364

Dear Mr. Levy:

Thank you for the opportunity to review the Draft Plan, *Rockville's Pike: Envision a Great Place*. The Maryland Department of Transportation (MDOT) appreciates the opportunity to review this document. We offer the following general comments followed by specific comments on the draft plan for your consideration:

1. MDOT supports the vision of the plan and looks forward to working with the City of Rockville and Montgomery County. We suggest that a task force (including MDOT, MTA, and SHA representatives) be organized to meet regularly to collectively identify and work through the transportation issues facing the City, the County, and surrounding area such as White Flint. Several issues including a recommended typical section for MD 355, inconsistencies with the County's BRT Transitway, and bicycle interfacing with transit, to name a few, will need to be resolved. We encourage flexibility from all parties as we work to find the best solutions to these and other outstanding issues.
2. It is encouraging that both Montgomery County's White Flint and City of Rockville plans along this corridor share a common vision to facilitate the movement of all roadway users. To achieve this goal, coordination between local and state agencies will be vital to the implementation of this plan. For example, the City of Rockville Plan and the White Flint Sector plan should have a consistent mainline typical section and right-of-way. The Montgomery County Bus Rapid Transit (BRT) study's preliminary results indicate that MD 355 has a significant transit ridership potential. The ongoing BRT study may have a significant impact on the appropriate design of this section of Rockville Pike (MD 355). Consideration must be given to the County's BRT plan. The plan should retain flexibility in the recommended design of MD 355 to support the development of efficient transit both within Rockville and beyond the City limits. When funding becomes available to further evaluate the transit ridership potential, MDOT, our Maryland Transit Administration (MTA), our State Highway Administration (SHA), the City of Rockville, and Montgomery

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

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County may then determine how to best integrate the proposed MD 355 typical sections in White Flint, this section of Rockville Pike, and downtown Rockville.

3. In regards of funding the multi-way boulevard, due to the national economic downturn, MDOT has had to make significant cuts to our Consolidated Transportation Program (CTP). As a result, we would encourage you to consider alternative funding sources to move large projects forward. Additional coordination of phasing and funding will be needed.
4. We commend the extensive attention paid to improving non-motorized transportation alternatives in the corridor and leveraging transit assets. The plans to develop a connected local road network in the vicinity of MD 355 and specific attention to public space and the pedestrian environment are consistent with best practices for walkable development. A non-motorized connection to adjacent neighborhoods east of the metro right-of-way would expand non-motorized travel options considerably. The proposed approach appears to be consistent with the complete streets policy recently adopted by the City.
5. Local travel, land use and multi-modal considerations must be balanced with mobility and safety on MD 355. Reducing mid-block turning movements would improve safety and pedestrian experience, but will add turning movements at signalized intersections. Near-term intersection improvements recommended in the Plan will need to be thoroughly analyzed from a complete streets perspective to ensure a balance of safety and mobility for all road users.
6. Trip generation reductions based on expected multi-modal travel and travel demand management (TDM) measures are reasonable for the type of development envisioned; however, a monitoring program is recommended to ensure that target trip reductions are met. The Tysons Corner, Virginia model for monitoring transportation impacts and continuing to hold development accountable to authorized trip rates may be a useful model to consult. It may also be worth examining the potential to create a Transportation Management District for this area, comparable to those currently operating in Bethesda, Silver Spring and Friendship Heights.
7. Adequate Public Facilities Ordinance (APFO) issues are likely to discourage/prohibit redevelopment in Rockville even if the proposed boulevard is built. The proposed changes to the APFO roads ordinance would increase the congestion tolerance – but what is specifically intended by this should be stated more clearly. What is meant by “flexible capacity allocation”?

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8. The Plan shows that a large proposed development in White Flint would absorb all remaining roadway capacity in Rockville, but does not propose any strategies for managing this. It is recommended that the City work with the County to develop strategies for managing inter-jurisdictional and cumulative impacts of development, as these issues could undermine the overall function of the corridor, and future coordinated development.

Comments below are from our Modal Administrations' review of the draft plan. These are specific comments intended to provide information for your consideration as you move toward a final plan for Rockville Pike.

#### Transit comments

1. Creating a typical section for Rockville Pike with the access lanes (one dedicated to bike and transit) will serve transit well. There is some concern about the mixing of bicyclists in the lane, in particular recreational bicyclists as opposed to commuter bicyclists.
2. As proposed, merging into mainline traffic at each intersection would be difficult for buses. From a transit perspective, Alternative 1 serves well and buses only should be allowed to continue directly across the side street when the mainline moves across. If well signed and signalized, this should create no direct conflicts.
3. Double parking for deliveries may be a problem if access/short term parking is limited to the rear of the buildings. As proposed, this will impact transit operations on the exclusive lane.
4. Left turns for transit vehicles could be accommodated by entering the mainline at the previous intersection as suggested.

#### Highway comments

##### *Typical Sections:*

1. The typical sections proposed do not include the land that is necessary to accommodate the new stormwater management requirements, which require linear facilities adjacent to the road. The amount of space needed is dependent on the topography and the amount of pavement. It is SHA's recommendation that the City of Rockville modify the typical sections to include the additional right-of-way needed to meet this new requirement.
2. It is indicated that parking will be exclusively along the left-hand side of the access lanes. What accommodation is proposed for freight deliveries along the

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access roads? Are they to use the bus lane, the left-side parking lane, alleys or rear accesses, or another option? Also note turning radii along such routes.

3. What is the proposed role of the dividing medians? Is it strictly a barrier between mainline and access roads or as an extension of the pedestrian environment? Research has indicated that using the medians as a landscaped extension of the pedestrian environment helps to establish pedestrian dominance along the access roads by creating pedestrian crossing demand along the roadway rather than at defined points, creating a shared space approach to the access roads. If this is desired, introducing a pedestrian presence and a landscaped environment may necessitate a larger cross-section.
4. Will the existing uncontrolled intersections (with median breaks) be maintained?

*Interaction between Service Lanes and Mainline:*

1. The SHA policy's is to not maintain service lanes.
2. Alternative 1:
  - a. Creates a weave on the mainline. The SHA is concerned about introducing variable low speed operations among high speed traffic, and over the weaving area being a holding area for two conflicting movements.
  - b. Please consider switching the ingress/egress so that the weave is on the access road. Each slip-ramp would now be stop/yield controlled instead of a rolling yield. The entry taper from the mainline should be reflective of a higher speed (lower than the posted speed) for purposes of deceleration, but all other transitions may be more representative of a storage area and less as an acceleration lane.
3. Alternative 2:
  - a. Large setback crosswalks and dual-right turn on red options may entice motorists to travel beyond them. Large intersections may necessitate near-side signals. Consider only near-side signals positioned at the crosswalks to force motorists to stay there.
  - b. SHA is concerned about how a driver would go from a driveway fronting the access road to making a left turn at the next intersection. If the ramp to the mainline is at the beginning of the block, they'll shift onto the mainline and then weave across before the next signal. If the distance to

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the next signal is short, they will be more likely to perform a sudden and/or unsafe weave maneuver to get over to the left-turn lane. If the ramp is closer to the end of the block, vehicles will have to pass at least two signals past their destination, make a U-turn and come back. This increases one turning movement into four turning movements and potentially increasing vehicle delay on some signals.

- c. This option improves pedestrian accommodations through shortened crossing distances and the establishment of corner plazas.
  - d. On page 5.8, the "a" notation appears to point to landscaping; not a slip-ramp between the mainline and access road as indicated in the second to last line on the page.
4. Both Alternatives:
- a. Right-turn slip-ramps from side streets onto the access roads may only work well for scenarios where a heavy side street ties into a destination within that block. Otherwise, the pushed back stop bar (with longer clearance intervals) may unnecessarily be designed resulting in vehicular encroachment upon the crosswalks.
  - b. Right-turn slip-ramps from the access roads onto the side streets should be justified. Safety risks may exist if right turns on red are permitted from the mainline and access road. If weave conditions exist, additional pedestrian crossings and the speed change are necessary from the higher-speed mainline to the lower-speed access road. Some considerations in whether such a slip-ramp might be justifiable:
    - i. Low right turns from access road and low right turns from mainline:  
*Unnecessary*
    - ii. High right turns from access road and low right turns from mainline:  
*Yes*
    - iii. Low right turns from access road; high right turns from mainline:  
*Unlikely*
    - iv. High right turns from access roads; high right turns from mainline:  
*Depends on design*
    - v. If a right-turn slip is provided, consider no turn on red from the mainline.



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- c. Any right turn on red intersections along the access roads will likely generate a demand for motorists to merge from the access road onto the mainline, weave across all lanes, and perform a U-turn, most likely at the next signalized intersection. If slip-ramps onto the mainline are available earlier in the block, this may prompt motorists to weave across the mainline within a relatively short span. If slip-ramps onto the mainline are available toward the end of the block, this could force the motorist to travel several blocks out of their way. Confirm if either of these situations may exist and also consider whether hook turns (left/U-turns from the access roads) might be an alternative option.

*Realignment of Twinbrook Parkway:*

1. On Page 5.19, evaluate operations within this segment, particularly with regards to existing through movements along Twinbrook Parkway and Rollins Avenue. Would this through movement be concurrent with the conversion of the opposite leg (currently a shopping center access) into a public roadway?
2. The drawing continues to show a northbound left-turn lane onto Rollins Avenue. If this is an emergency-only signal (otherwise right turn on red for regular traffic), such a left-turn lane would not be in place.
3. On page 5.19, are there any long-term plans for relocation of the fire station, making the Rollins Avenue fire signal not applicable, particularly noting that the realignment of Rollins Avenue with Thompson Avenue may impact the fire station?
4. On page 5.19, clarify whether the realigned intersection of Rollins Avenue and Thompson Avenue would be signalized, have a fire signal, have an uncontrolled median break, or consist of right turn on red onto the access roads.

*Modifications to Edmonston Road:*

1. On page 5.14, a right-turn lane already exists for this approach. Please clarify what is proposed at this location. Also note that a channelizing right could potentially negatively impact pedestrian levels of service.

*Bicyclists and Pedestrians:*

1. On page 5.24, the second recommendation appears to suggest implementing pedestrian recall at every signal. We believe that pedestrian recall is best

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implemented on a case-by-case basis. An example would be at intersections where pedestrian volumes are such that the pedestrian phase is regularly called, anyway, or where side-street vehicular volumes are high enough that a pedestrian phase can fit within the existing minimum split.

2. There are concerns over bicyclists potentially transferring back and forth between the road and the pedestrian realm. A suggestion would be to provide cycle tracks and/or bicycle signals to maintain through continuity.
3. On page 5.24, the last recommendation on the page proposes a new pedestrian crossing across the south leg. Currently, this signal appears to be split-phased, which could potentially necessitate two individual pedestrian phases if both buttons are activated or if the signal is on recall. Evaluate the impacts of providing both pedestrian crossings with split-phasing versus concurrent phasing, as compared to the existing configuration.
4. If bikes and buses share the lane, is there any obligation for bikes to give way to buses or are buses expected to change to the travel lane to pass? Is it anticipated that buses will stop frequently enough such that bus/bike conflicts should not be a significant issue? In the long term, express lines or BRT might be proposed to use the lanes, potentially increasing average moving speeds.

*General:*

1. Who is responsible for acquiring the additional ROW for service lanes? Will that be acquired through the master plan via dedications (in which case, does the impact require any total takes?) or will a larger project pay to acquire them? How will lost parking be addressed, if it is at all?
2. On page 5.17, in regards to the Woodmont County Club roundabout, would full bidirectional movements be maintained between the signal and roundabout, or would it be one-way in some direction? If movements are maintained from the roundabout toward the signal (such as for left turns), consider the impacts of traffic stopped for the red light queuing into the roundabout.
3. Has there been any consideration whether an additional Metro access toward the north side of the Twinbrook Metro Station would be justifiable with the intent of increasing the mode split of transit? An additional access may reduce the pedestrian distance as well as provide a more accessible span for bus bays.



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4. What degrees of curb cuts are anticipated along the access roads? Numerous accesses for each property's lot; 1-2 cuts per block to access shared parking lots at the center of the block with side streets providing access to rear parking?
5. On page vi.3, bullet 5, pluralize "users".

#### Bicycle and Pedestrian comments

1. Page 4.4 – Suggest revising the first subheading as follows. "Rockville's Pike will be well connected with surrounding areas, providing choices for cars, bicyclists, and pedestrians..."
2. Page 5.21 – Suggest revising the bike lanes depicted in Figure 5.19 so as to replace the diamonds with a bicycle symbol and arrow above the symbol. Diamond pavement markings are no longer used to mark bike lanes. Also lighten the bike lane pavement to match the gray coloration of the rest of the street pavement and add two or three more bicycle riders within the bike lanes.
3. Page 5.23 – Suggest revising the first sentence beneath the subheading as follows. "The City needs to develop a coordinated and appropriate signage system for the study area, consistent with the Maryland Manual of Uniform Traffic Control Devices, which takes into consideration the need to direct vehicles approaching at different speeds, as well as bicycles and pedestrians."
4. Page 7.5 – The last paragraph recommends the use of signage as an element of the branding of Rockville Pike. Such signage should be consistent with the Maryland Manual of Uniform Traffic Control Devices. For example a stand-alone vicinity map for pedestrians that features the orientation phrase "You Are Here" is okay for unique branding. However guide signs for travelers such as "To Rockville Pike" should be consistent with the MUTCD.
5. Pages 7.9, 7.10 – Suggest combining elements E2.2 and E2.4 as one discussion item. The pursuit of a parking management initiative will be more efficient if motor vehicle and bicycle parking needs are jointly considered.

#### Other comments

1. Page D-7 – The first sentence of the second paragraph mentions a State Route 240. This was US Route 240 until 1970 when it became MD Route 355. Therefore the sentence should read, "Rockville's business center ran east to west on US Route 240 (later renamed as MD 355)..."

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2. Page D-8 – Please revise the second sentence of the second paragraph to read,  
“The Washington National Pike, Interstate 70S, was built that year and later  
Renamed I-270.”

I hope that you find these comments to be helpful. If you have any questions or concerns, please do not hesitate to contact me at 410-865-1275, toll free at 888-713-1414 or via email at [dhalligan@mdot.state.md.us](mailto:dhalligan@mdot.state.md.us).

Sincerely,

A handwritten signature in blue ink, appearing to read "Don Halligan", followed by a stylized flourish.

Donald A. Halligan, Director  
Office of Planning and Capital Programming

cc: Mr. Neil Pedersen, Administrator, State Highway Administration  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration  
Mr. Ralign Wells, Administrator, Maryland Transit Administration  
Mr. Brian Young, District Engineer, State Highway Administration

**DRAFT ROCKVILLE'S PIKE PLAN  
TESTIMONY OF BARBARA A. SEARS  
ON BEHALF OF WOODMONT COUNTRY CLUB**

March 9, 2011

- Good evening. My name is Barbara Sears of the law firm of Linowes and Blocher, representing Woodmont Country Club.
- We thank the Planning Commission for its vision and many efforts to date and, in advance, for those to come in pursuing a Plan to transform Rockville Pike into an attractive, prosperous, and walkable area.
- In our testimony, we will address two issues:
  1. Requests for clarification in the wording of the plan with regard to the recommendation for a B street parallel to Rockville Pike found at p. 5.17 and the possible extension of Jefferson Street found at pp. 5.18 and 5.25; and
  2. Development Regulations of the Form Code as they pertain to block and lot configurations for that area of the Club within the boundaries of the Pike Plan that will be subject to the new Form Code zoning designation.
- First, let me emphasize that the Club has no plans to develop either the approximately 450 acres outside the Pike Plan boundaries zoned R-400 or the approximate 9 acres along Rockville Pike within the Pike Plan Boundaries which is proposed for the mixed-use form-based zone.

- Second, we endorse the proposed rezoning for the approximate 9-acre area within the Pike Plan Boundary – it is severable from the Club operations, is warranted from a planning and zoning perspective, and will provide future flexibility should it be needed to potentially help maintain the Club.
- Third, we ask that the language at p. 5.17 discussing the possible extension of a parallel “B” street to Rockville Pike be clarified to provide that such an extension through the Club Property is not being recommended for any redevelopment to the north or south of the Club Property, but would only be considered if development of the Club Property located within the Pike Plan is proposed.
- Fourth, the language addressing the Jefferson Street extension at pp. 5.18 and 5.25 needs to be clearer. This is a critically important issue to the Club and its members. What the Plan should say is that this extension will only be considered if in conjunction with a rezoning to a more intense use the Club proposes redevelopment of a substantial portion of the Club Property located outside the Pike Plan Boundaries. The Plan should also clearly state that development of the 9 acres within the Pike Plan Boundaries will not trigger the extension of Jefferson Street. We believe that, given the severe adverse impacts such an extension or the uncertainty of a Plan recommendation regarding the extension would have on the existing Club operations and Club Property, clarity and certainty with regard to this recommendation is essential.
- The Club has consistently and continuously participated in the extensive public process leading up to the draft. The points we have made with reference to the B street and Jefferson Street are what the Club has understood to be the position

of Staff and the consultants. Our efforts go to making sure these points are incorporated and clearly expressed in the Plan.

- Finally, we believe that the maximum Lot and Block dimensions and floor plate size applicable to the Property should be modified to reflect the need to construct on larger lots with larger floor plates while still maintaining the desired form in relationship to the street realm and appropriate street grid design.
- Before your record closes, we will submit our requests in writing , including some suggested Plan language addressing these clarifications. Thank you for your consideration of our comments. We look forward to working with you as the Plan progresses.